

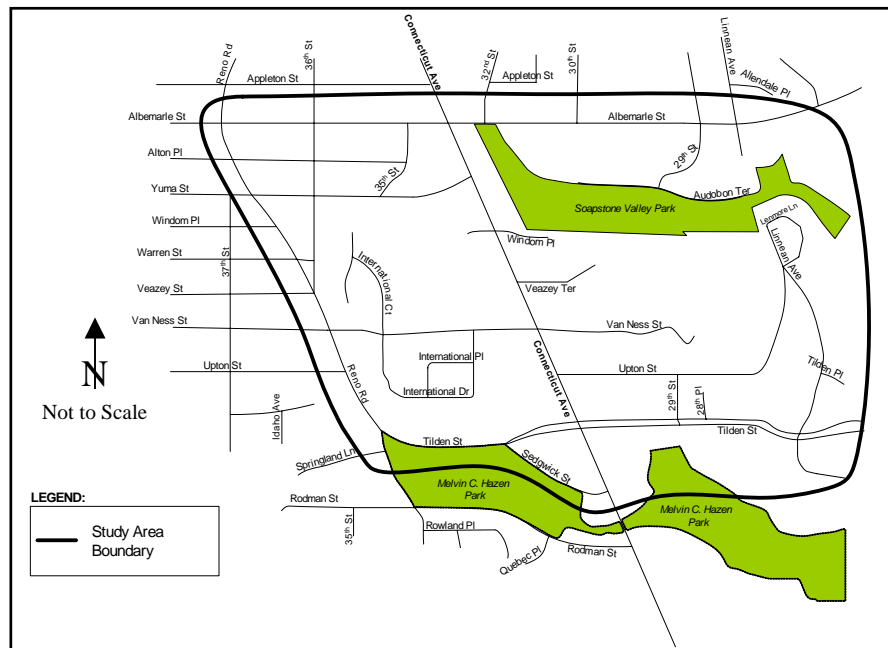
EXECUTIVE SUMMARY

In response to residents' concerns, the District of Columbia Department of Transportation (DDOT) conducted a study that evaluated transportation conditions in the Van Ness area of Connecticut Avenue.

Study Area

The study area is located in northwest Washington, DC and is shown in Figure ES-1.

Figure ES-1 – Study Area Map



The major roadways in the Study Area are Connecticut Avenue, Reno Road, Albemarle Street, Van Ness Street and Tilden Street.

Mass Transit Service

The Washington Metropolitan Area Transit Authority provides extensive bus and rail service in the study area. The Van Ness-UDC Metrorail station, served by the Red line, is located on Connecticut Avenue at Veazey Street.

Traffic Volumes

Connecticut Avenue is the most traveled road in the study area, with approximately 40,000 vehicles using it daily. Approximately 11,000 vehicles use Connecticut Avenue on Saturdays. Pedestrian volumes are high throughout the study area. The intersections in the study area with the highest turning movement volumes can be found along Connecticut Avenue, with the intersection of Van Ness Street and Connecticut Avenue the highest overall.

Traffic levels on Connecticut Avenue during the AM peak hour are higher than the traffic during the PM peak hour. During the weekday AM peak period, traffic between 8:00 AM to 9:00 AM is consistently higher than during other hours of the peak period. Weekday peak traffic conditions during the PM peak period are maintained over a period of several hours. The peak period for Saturdays is between 12:00 PM and 6:00 PM with volumes relatively constant throughout this entire peak period.

Between the hours of 7:00 AM and 7:00 PM, the classification data indicates that Connecticut Avenue volume is approximately two percent heavy vehicles. On Van Ness Street west of Connecticut Avenue, approximately six percent of average weekday traffic is comprised of heavy vehicles.

Safety

The Study Team found that the reversible lane operation is a safety issue. Many drivers were observed driving against traffic on the reversible lane. The intersection of Connecticut Avenue and Tilden Street is the location with the largest number of accidents in the study area.

Speeds

Average peak hour speeds on the studied corridors are well below posted speed limits, due to heavy traffic volumes and numerous traffic signals, particularly on Connecticut Avenue. However, there are individual sections on most studied roadways where average peak hour speeds are well above the posted limits.

Origin-Destination Survey

The Study Team conducted an origin-destination survey to assess the patterns of vehicles traversing the study area. The most significant findings of the origin-destination survey are the following:

- Approximately half of the vehicles destined for the study area enter via Connecticut Avenue at Albemarle Street during the AM peak hours.
- The majority of vehicles traveling south through the study area during the AM peak hours are from Maryland.
- During the PM peak hours, approximately one-third of the vehicles exiting the study area begin their trips within the study area.

Parking

Parking availability is adequate throughout most of the study area. During the times when parking is not allowed on Connecticut Avenue (7:00 – 9:30 AM and 4:00 – 6:30 PM), parking utilization on the streets adjacent to Connecticut Avenue is high.

Traffic Operations

During the AM and PM peak hours, all intersections on Connecticut Avenue operate at level of service (LOS) D or better. This indicates that traffic volumes are approaching the capacity of these intersections, but they are still performing acceptably. During weekday evenings (6:30 – 7:30) two intersections on Connecticut Avenue operate at LOS E. The reduced level of service is due to the parking that is permitted in the curb lanes of Connecticut Avenue beginning at 6:30 PM.

On Saturdays, the intersections on Connecticut Avenue operate at LOS D or better. However, there are significant delays due to the friction resulting from vehicles parking and exiting and entering the commercial establishments along Connecticut Avenue.

Future Conditions

In order to assess future conditions, the Study Team collected information on new or proposed developments in the study area. The primary source of information on these developments was the District of Columbia Office of Planning. The Study Team identified three new or proposed developments within the study area: 3883 Connecticut Avenue, a newly opened residential development; a proposed expansion of the Edmund Burke School at 2955 Upton Street; and a proposed expansion of the Sheridan School at 4400 36th Street. The Study Team found that projected traffic associated with these developments is expected to have a negligible impact on traffic operations within the study area, but current high traffic volumes throughout the area, combined with the expected 1.0 percent per year increase in regional traffic will create a demand for mitigation measures to improve traffic operations.

Transportation Issues

The Study Team, with the assistance of area residents, conducted an extensive field evaluation of the transportation infrastructure in the study area. The Study Team identified area-wide transportation issues as well as issues on and around Connecticut Avenue, Tilden Street, Van Ness Street, Reno Road, Yuma Street and 36th Street. These issues are concerned with, but not limited to, vehicular operations, transit service, pedestrian safety and school operations. Detailed descriptions of the transportation issues are presented in the study. In addition, short- and long-term recommendations were made for improvements to these issues. Figure ES-2 summarizes transportation issues and recommended improvements within the study area. Appendix L provides a prioritization scheme and cost estimates for the recommended improvements. The District Department of Transportation will conduct a final evaluation and will begin implementation of the recommended improvements after the conclusion of the study.

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ES-2 Existing Transportation Issues and Suggested Improvements Under Evaluation

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Figure ES-2 page 2